

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) ~~Towing~~ A towing arrangement for a train coupler, comprising:

a plate (11);

a bar (8), ~~which at a rear end includes~~ including an axially projecting pin (10) ~~[[,]]~~ at a rear end of the bar which ~~that~~ projects through a ~~through hole~~ through-hole (40) in ~~[[a]]~~ the plate (11) [[,]];

shock-absorbing spring members (12) supported on the pin (10) on each side of the plate (11), the shock-absorbing members (12) operative to hold the pin in a starting position in relation to the plate, and the pin (10) connected to the bar is axially movable in said through-hole (40) against an operative action of the shock-absorbing members (12); and ~~which on both sides is surrounded by shock-absorbing spring members (12), which always aim to hold the pin in a starting position in relation to the plate, and against the action of which the pin together with the bar are axially movable, c h a r a c t e r i z e d i n t h a t~~

~~said plate (11) is included in a mandrel (16),~~ including the plate (11) and a cylinder (18), the cylinder extending rearward from the plate and having a cone (19) at a

free, rear end opposite the plate, wherein,~~equipped with a cone (19), which~~

the mandrel (11,18,19) is inserted into a deformation tube (17),~~more precisely into that comprises~~ a wide[[,]] front tube section (22),~~which that via a waist (23) transforms,~~ via a waist (23), into a thinner, thin rear tube section (21),~~which that is deformable by the a penetration of the mandrel axially into the deformation tube (17) in a buff direction, and~~

the mandrel (11,18,19) is configured to be positively arrested in a draft direction by a clamp ring (32), the clamp ring (32) being in threaded engagement with the forward end of the deformation tube (17), the clamp ring (32) supporting a shoulder (36) in the forward end of the mandrel (11,18,19) in the draft direction.

2. (currently amended) ~~Towing arrangement according to claim 1, characterized in that the mandrel (16), in addition to said plate (11), includes a cylinder (18) extending rearward from the same, which in turn at a free, rear end has said cone (19)~~

The towing arrangement according to claim 1, wherein the clamp ring (32) is connected to the deformation tube (17) via a threaded joint in the form of a male thread (33) on the outside of the clamp ring (32) and a female thread (31) on the inside of the deformation tube (17), the clamp ring configured to, in the

starting position, hold the cone (19) of the mandrel pressed, and free of play, against the waist (23) between the thin rear tube section (21) and the wide front tube section (22) of the tube.

3. (currently amended) ~~Towing arrangement according to claim 2, characterized in that the plate (11) and the cylinder (18) are made integrally from a first material, while the cone consists of a ring (19) that is of a second material and formed with a conical surface (20), which second material has greater compression strength than the first mentioned one~~

The towing arrangement according to claim 2, wherein the mandrel (16), at a front end (34), has a circumferential groove, into which an internal part of the clamp ring (32) engages.

4. (Currently Amended) ~~Towing arrangement according to claim 1, characterized in that the mandrel (16) in a primed starting position is kept in place in the deformation tube (17) by means of a clamp ring (32), which, on one hand, prevents the mandrel from moving axially forward out of the tube as long as the mandrel is influenced by moderate forces only, but on the other hand freely allows the mandrel to move rearward from the same into the thin section (21) of the tube (17), so as to deform the same, if the mandrel is subjected to considerable compressive forces~~

The towing arrangement according to claim 3, wherein,
the plate (11) and the cylinder (18) are made
integrally from a first material,
the cone consists of a ring (19) of a second material
and formed with a conical surface (20), and
the second material has a greater compression strength
than the first material.

5. (currently amended) ~~Towing arrangement according to~~
~~claim 4, characterized in that the clamp ring (32) is~~
~~connected to the deformation tube (17) via a threaded joint in~~
~~the form of a male thread (33) on the outside of the ring and a~~
~~female thread (31) on the inside of the tube, the clamp ring~~
~~having the purpose of, in the starting position, holding the cone~~
~~(19) of the mandrel pressed, free of play, against the waist (23)~~
~~between the thin and wide, respectively, sections (21, 22) of the~~
~~tube~~

The towing arrangement according to claim 1, wherein
the pin (10) has an out-of-round cross section received in said
through-hole (40) by means of inter-positioned insert bodies
(41).

6. (Currently Amended) ~~Towing arrangement according to~~
~~claim 4, characterized in that the mandrel (16) at a~~

~~front end (34) has a circumferential groove, into which an internal part of the clamp ring (32) engages~~

The towing arrangement according to claim 5, wherein the insert bodies (41) are made of elastically deformable material, and form a torsion suspension urging the bar (8) to assume a neutral rotational position.

7. (currently amended) ~~Deformation~~ A deformation tube
~~for~~ in a towing arrangement for a train coupler as recited in claim 1, wherein the tube (17) has a , characterized
~~in that the same has a cylindrical basic shape and comprises a rear section (21), which via a conically widening waist (23) transforms into a wider front section (22), to which a flange (25) is united for the fixation of the deformation tube in a frame or chassis of a vehicle unit, and that internally in the wide, front section, there is means (31) in order to secure a clamp ring (32)~~ cylindrical basic shape, and comprises a rear section (21) configured to transform into a front section (22), wider than the rear section (21), via a conically widening waist (23),

wherein the tube (17) further has a flange (25) united to the rear section (21) configured for the fixation of the deformation tube in a frame or chassis of a vehicle unit, and

wherein the tube (17) has, internally in the front section, means (31) to secure the clamp ring (32) in threaded engagement with the tube.

8. (currently amended) ~~Deformation~~ The deformation tube according to claim 7, ~~characterized in that wherein~~ said means consists of a female thread (31) arranged to cooperate with a male thread (33) of the clamp ring (32).

9-11. (canceled)